

BUREAU OF ENVIRONMENT CONFERENCE REPORT

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

DATE OF CONFERENCES: May 14, 2015

LOCATION OF CONFERENCE: John O. Morton Building

ATTENDED BY:

NHDOT

Sheila Charles

Ron Crickard

Jillian Edelmann

Marc Laurin

Michael Licciardi

Rebecca Martin

Joshua Prescott

Dave Smith

Jason Tremblay

NHDHR

Laura Black

Edna Feighner

NH DRED

Chris Gamache

Katrina Hummel

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

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(When viewing these minutes online, click on a project to zoom to the minutes for that project)

Stewartstown 16312, X-0001(240)

Participants: Jason Tremblay, Michael Licciardi, Rebecca Martin, NHDOT

Initial consultation and presentation to discuss the proposed project design, slope easements and impacts. Rebecca Martin provided a brief review of the proposed replacement of the Route 145 Bridge (121/114) over Bishop Brook. Photographs were reviewed revealing the deteriorated condition of the Red listed bridge over Bishop Brook, which was determined not eligible for the National Register, and the setting of the Keaser-Flanders Farm, which was determined eligible for the National Register.

Michael Licciardi described the project, a bridge replacement of the two lane 1940s bridge that has a stone substructure that has been encased in concrete. The bridge is on the Red List due to structural deficiencies. M. Licciardi explained that the new bridge will have the same general appearance as the existing bridge and will be constructed with pre-stressed concrete beams. The alignment and layout of the bridge will be similar with a horizontal alignment and a slight raise in the vertical profile. The bridge currently has a span of 37' and the replacement will be 50'. M. Licciardi showed a plan for the bridge replacement that included a slope easement on the Keaser-Flanders Farm property. The intent of the slope work is to tie the proposed contours into the existing contours to create a more natural look. The slope easement will be approximately 0.05 acres in size. M. Licciardi commented that if the owner is opposed to the slope easement, a steeper

slope within the existing Right of Way would be plausible. A photo was shown of the area where the slope impacts will be on the property. M. Licciardi indicated that the road work to the north and south of the bridge will be minimal. The project is scheduled to advertise in January 2016 with construction in the spring and summer of 2016.

Laura Black recommended coordination with the property owners to address any concerns that they might have with the project impacts. L. Black stated that the proposed project does not appear to have an adverse effect on historic or archaeological resources. Coordination with Jamie Sikora (FHWA) will be necessary to determine the level of 4(f) use of the historic property.

Litchfield 25238

(formerly 10644; R & C 6411)

Participants: Marc Laurin, David Smith, NHDOT.

Continued consultation on the Nashua-Hudson Circumferential Highway project, funded under Central Turnpike (25238). Discussion centered on the 231 Derry Road, the Tufts-Hines House.

Dave Smith discussed that three houses, which were purchased with Turnpike Funds as part of the proposed Circumferential Highway, are proposed to be demolished as they have fallen into disrepair and there is concerns with vagrants/vandals accessing the properties. These are all within the LAROW purchased for the highway. Jill Edelmenn stated that only the property at 231 Derry Road is National Register-eligible and since there is no federal involvement the effects/mitigation review will be under RSA 227C:9. Sheila Charles stated that the property has no archeological sensitivity.

Mitigation options were discussed. J. Edelmenn pointed out that an Individual Inventory form has been done on the property so no further documentation would be necessary. Marketing the house for relocation could be an option, but the DOT has not had much success in the past with this effort. L. Black noted that marketing has been challenging due to the financial restrictions DOT/FHWA have regarding marketing to the appropriate markets. Regarding marketing, D. Smith stated that this could be accommodated with Turnpike funds, as he could have the option of delaying the demolition of this house to meet the timeframe.

J. Edelmenn mentioned that Lisa Mausolf has been working on mid-century modern contexts for various property types (commercial and recreational thus far). A mid-century modern context for residential properties could be prepared, focusing on the southern NH region. L. Black agreed that this option has merit.

L. Black asked about the status of setting up a mechanism for stewardship of properties owned by DOT. J. Edelmenn stated that various lists have been compiled; however there is no funding available. Edna Feighner suggested that a focus on banking money to maintain state-owned historic properties should be considered in the future.

J. Edelmenn stated that the context report should be done regardless of the marketing effort. L. Black also suggested that the property is a good candidate for New Hampshire Historic Property Documentation. She will discuss further with Nadine Peterson and Lisa Mausolf. L. Black asked

if some of the house features could be salvaged to an appropriate group, perhaps to the historical society. D. Smith said this could be accommodated in the demolition contract. J. Edelmann will draft an MOA for review, will contact Lisa Mausolf to get scopes on the context report and documentation, and contact Phil Miles from ROW to market the property.

DRED Projects 2015

Participants: Chris Gamache, Katrina Hummel, DRED

As part of the yearly review of projected DRED trail projects, Chris Gamache and Katrina Hummel presented the proposed projects and the consideration of cultural and historical impacts included a review of site specific documentation, including a location map, USGS map, photographs and anticipated impacts.

Most projects presented in spreadsheet format were cleared of cultural resource sensitivity.

Additional detail or recommended actions were requested for the following projects:

| Project | Project Organization | CR Program Comments / Actions |
|----------------|--|--|
| RTP 15-17 | The Cohos Trail Association (TCTA) | Assess presence of and avoid early logging camp features. Employ widespread no metal detecting on state property signs for this location and others on project lists. |
| RTP 15-51 | Town of Bedford, NH Conservation Commission | Phase IA archeological investigation recommended due to Native American potential. |
| RTP 15-19 | Mount Washington Valley Trails Association | Phase IA archeological investigation recommended |
| RTP 15-38 | Hooksett Conservation Commission | Phase IA archeological investigation recommended, talk to Hooksett Heritage Commission |
| RTP 15-TB4 | Trails Bureau, Bear Brook State Park | Historic and Archaeological review warranted to determine where the Hayes Field burial site is. Edna Feighner will schedule a field visit. Hayes Field work is not planned for RTP funding or match funding. |
| RTP 15-TB4 | Trails Bureau, Pisgah State Park | Check status of archaeological concerns, map needed. |

The Division of Parks and Recreation have notified all organizations that have projects with concerns and have requested they provide additional information to the Division of Historic Resources prior to any work being completed.

Tilton 29335, X-A004(023)

Participants: Ron Crickard, Josh Prescott, NHDOT

Josh Prescott presented the initial review of at-grade railroad crossing reconstruction, including the railroad signals, at the junction of the State of New Hampshire Concord-Lincoln Line and US Route 3.

The proposed work includes replacing the deficient rail, re-paving for the purpose of tying in the new rail at the crossing, minor sidewalk safety improvements to tie into the new rail and replacement of an outdated cross buck sign post, signal post and signal control box. Photos of the existing crossing signs and control box were presented.

It was asked if the new signals could be retrofitted into the existing signals and control boxes, or if the existing structures could remain on the site and new ones added. Josh Prescott explained that the new equipment would not fit into the existing control box, and the condition of the existing signal poles would not support the new light fixtures. For safety reason, it would not be prudent to keep the existing signals and control box, as it may confuse engineers or drivers at the crossing. There is also limited space available for the signal and control box location. Josh also mentioned that the existing cross buck signs would be salvaged to NHDOT Bureau of Rail and Transit and be reused on the rail line.

Laura Black stated that their similarity to other early-20th century signal components previously identified in Concord indicates that these components may date to the early twentieth century during a period of significant railroad grade safety improvements. Further, no documentation has been found as yet that dates the signals and control box as modern replacements. L. Black stated that these components of the crossing should therefore be considered contributing elements of the NR-eligible Boston, Concord, and Montreal Railroad and replacing and removing the existing control box, and signal post that the project would result in an adverse effect. As FHWA was not present, an effects determination was not made.

Submitted by: Sheila Charles and Jill Edelmann, Cultural Resources

<http://www.nh.gov/dot/org/projectdevelopment/environment/units/technicalservices/crmeetings.htm>